

# AVDB MOTO

## **Installation instructions for brake and clutch levers**

### **Type of levers : short or long.**

Thank you for purchasing our brake and/or clutch levers.

Before replacing any of these levers, please read the following instructions carefully, so that you can install them in complete safety.

Any work on the braking or clutch system may represent a risk to the safety of the user or others.

If you don't have the experience or skills to carry out such work properly, do not hesitate to call in a professional authorised to work on motorised 2-wheelers.

We accept no liability for damage caused by incorrect assembly or modification of the lever.

If the lever is damaged, we cannot guarantee its correct operation or your safety.

### **Contents of delivery :**

- Pre-assembled brake or clutch lever(s) with adaptor.
- (On some vehicles it will be necessary to retrieve original parts)
- ABE certificate
- Assembly instructions / Safety instructions

### **Replacing levers on hydraulic systems :**

- Make sure that the vehicle is secure and cannot roll or fall.
- Before replacing the lever, make sure that there are no peripheral parts that could interfere with the replacement.
- Remove the nut, if fitted, and the screw securing the original lever.
- Remove the original lever and refit our lever in its place.
- Make sure that any contactors are not stressed.
- Refit the fixing screw after lightly greasing the axle.
- We recommend refitting a new lock nut
- If the original nut is not of the " locked " type, be sure to use threadlocker on the thread.
- Make sure the lever moves freely
- Check that the clearances comply with the vehicle manufacturer's recommendations
- Observe the tightening torques recommended by the manufacturer

### **Replacing levers on cable systems :**

- Slacken the cable using the adjustment wheel
- Remove the end of the cable from its housing on the original lever
- Remove the nut, if fitted, and the fixing screw from the original lever.
- Remove the original lever and refit our lever in its place.
- Make sure that any contactors are not under stress.

- Refit the fixing screw after lightly greasing the shaft.
- We recommend refitting a new lock nut
- If the original nut is not of the " locked " type, be sure to use threadlocker on the thread.
- Make sure the lever moves freely
- Refit the end of the cable in its housing on the new lever
- Tighten the cable using the adjustment wheel
- Check that the clearances comply with the vehicle manufacturer's recommendations
- (Generally between 2 and 4mm)
- Observe the tightening torques recommended by the manufacturer

### **Once your levers have been installed :**

When stationary, with the lever(s) installed, check the turning radius to ensure that the handlebars reach the maximum stop on both sides without the lever hitting a peripheral.

With the engine stopped, pull the lever as far as it will go towards the handlebars to ensure that it does not interfere with other devices or the handlebars.

If it does, adjust the gap using the adjustment wheel. The gap settings range from position 1 (closest to the handlebar) to position 6 (furthest away). On some vehicles, positions 1 to 3 cannot be used.

It's essential to test your new levers at a standstill and at low speed to check that they work properly, and also to familiarise yourself with your new levers over short distances and with as little traffic as possible so that you can find your feet and the settings that suit your driving style.

If you have any doubts or questions, please do not hesitate to contact our After-Sales Service.